

# CORBEN COURIER

## Chapter Meeting Thursday, August 20 at Sugar Ridge Airport



For our August meeting we have the good fortune of being Tom Kretschman's guests for his annual pot luck fly-in at Sugar Ridge Airport. This is a fabulous event and it keeps getting bigger and better every year. Expect to see many interesting aircraft attending along with Tom's incredible collection of antique aircraft, vehicles, farm implements and lots of other really cool stuff. Tom provides the meat item and drinks for dinner. His hundreds of guests provide everything else. So, plan to bring a dish to pass and arrive hungry! There is a tremendous amount of great food on hand. The dinner bell rings at 5:30 p.m.; early arrival is welcomed. We will conduct a brief meeting after dinner in one of his hangars.

For directions to the Sugar Ridge Airport, exit Highway 151 at Route 69. Proceed south, take the first right turn on Valley Rd. Continue on Valley Rd. to the "T" intersection. Turn left on Sugar River Rd. Look for the markings for Sugar Ridge Airport, approximately one mile on the right.

- Rob Tweed

## Homebuilts and Homeowners



Remember the old Maytag TV commercials with the repairman bored and lonely as can be because he never got a service call? Well, there just might be something to that. Our Maytag appliances have contributed to our friendly repairman's loneliness for 23 years. Then it happened. Our gas dryer started making an awful screeching sound and then gradually just quit working. Was this the end of our faithful dryer? Time to give Mr. Maytag Repairman a wake-up call? Not so fast, I thought to myself. Let's let him continue to get his beauty rest.

My rationale for not making that call and potentially creating a "laundry emergency" at home? Oddly enough, the answer is rooted in aviation. Many times when something around the house

blows up and I don't have the foggiest idea what makes it tick I just tell myself "how hard can this be to fix...I've built an airplane." This logic actually has served me well. I find myself digging into things I probably have no business messing with but everything seems to work out due to the confidence I've gained from building the plane. OK Mr. Gas Dryer...bring it on!

Tools in hand, time to dig in. Within a few minutes our family room was littered with most all of the parts from the inside of the dryer. To my dismay everything looked fine. Both of the support rollers, idler pulley, support glides and belt looked fine. Screeching sounds means spinning components in my mind so I replaced all of these parts. My fingers were crossed as I pushed the start button... Success! No more screeching!

As I was picking up my tools and beaming over all the money I just saved with my DIY repair the dreaded screeching came back with a vengeance. I couldn't believe my ears! Time to shut down the dryer, disassemble everything again and try to find out what I may have done wrong. But everything checked out. How could this be? After more teardown / build back sessions than I'm willing to admit I finally found the culprit through process of elimination. The motor had decided 23 years was enough. Another internet parts order, lots more head scratching over wiring (never my strong suit) and our trusty Maytag is now back on line, purring like a kitten.



To those of you still on the fence about taking the plunge on that homebuilt aircraft project you've been eyeing, I say go for it! Your "Harry the Homeowner" projects will become a piece of cake!

Blue skies and tailwinds to all!

- Rob Tweed

## Thanks HBW Volunteers

Our 2015 Heavy Bombers Weekend was another resounding success, thanks to all of the efforts of our group of dedicated volunteers. I tried to keep tabs on HBW proceedings throughout the weekend from our location in Indiana and I was thrilled over how well everything came together. Feedback from Wisconsin Aviation was very positive and all of our EAA and CAF participants were very complimentary as well. As the saying goes, planning is everything and we have this event pretty well nailed. While the numbers are still being finalized, confidence is high that the proceeds from this year's event will far surpass anything Chapter 93 has done previously. I'm sure we will make great use of these funds as we expand our charitable giving and focus on creating a new home for Chapter 93.

Many thanks to all of our volunteers, the Chapter 93 board and especially Pete Buffington for all of your tireless efforts to ensure the success of this great event!

- Rob Tweed

## HBW – MSN Tower Feedback

**Chuck Howard**, Air Traffic Manager at MSN ATCT, sent this message.

Thanks Pete!

I wish I could've been here to see you all myself. I enjoyed my first year as a member of the FAA Management Staff at AirVenture in Oshkosh. I'm sure most or all of your HBW participants joined us in Oshkosh as well! It's great that Chapter 93 makes HBW an annual event at MSN. My crew in the Tower is happy to play its' part as well.

Continued Safe flying,

**Chuck Howard**

- Pete Buffington

## Aaron Jones

I picked Aaron up last Sunday after a week in Oshkosh. He met people from all over the country and Europe. He was our scholarship person. Aaron is 18 and enrolled in the Protective Services Program at Madison College for the fall semester. He has great dreams to one day own a charter company, fly aerobatics and build his own plane. Chapter 93 has planted a strong aviation seed. I wish him the best. *Below: Aviation camp scholars, 2<sup>nd</sup> place, glider event – Jeff Plantz*



# Mountain Flying Adventure

Here are some pictures of our 55 hour trip to Johnson Creek, Idaho for the Bush Wheel Awareness Fly In, sponsored by SuperCub.org. This is an amazing group of people who meet once a year to tour 10-20 backcountry airstrips. Many airfields require precision approaches because of extreme field elevation, density altitude, short length and obstacles. But what a learning experience!!!



Flathead National Forest Runway Instructions

Yes, we did get stuck in the mule tracks



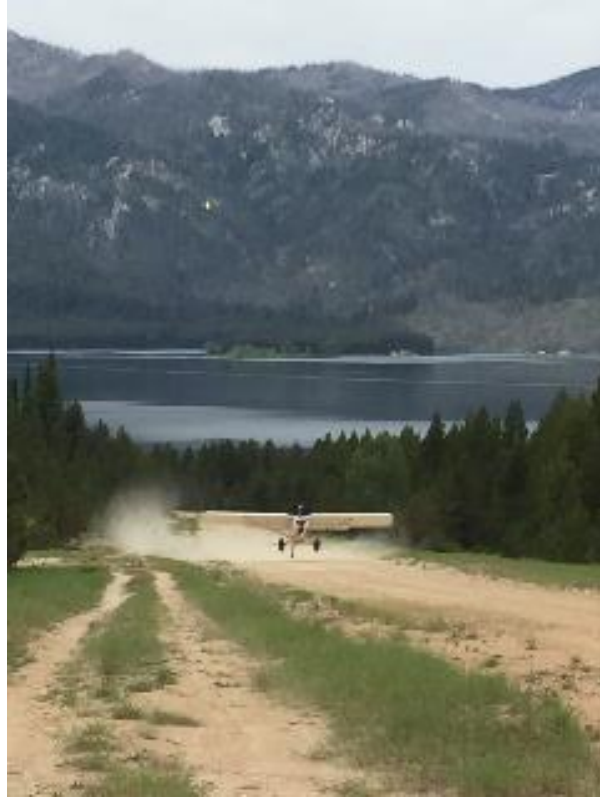
Flathead Lake near Glacier National Park



Seeley Lake, MT for lunch



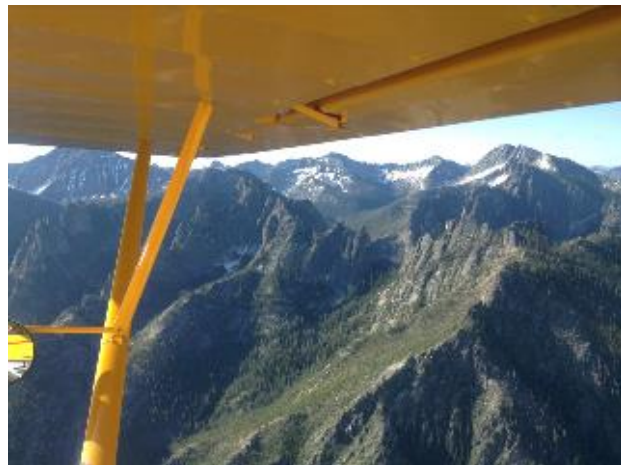
Destination Johnson ID, a small fly-in with 350 of our friends.



No. N577PJ did not land here.



That ribbon of sand under leading edge white airspeed pitot tube is the runway. Yippee!



Rugged terrain, few optional landing sites

- *Jeff and Patty Plantz*

# EAA Chapter 93 Banquet

Our chapter banquet will be held at Rex's Innkeeper in Waunakee on Sunday, October 4 from 1:00 to 4:00 p.m. Details will be provided at a later date.

- *Scott Nolinske*

## Chapter Officers & Committee Chairs

Rob Tweed, President, 608-213-8271, [rbtweed@charter.net](mailto:rbtweed@charter.net)

Scott Nolinske, Vice President, 608-273-2586, [scott.nolinske@gmail.com](mailto:scott.nolinske@gmail.com)

Jim Lins, Treasurer, 608-271-8079, [jwlins@facstaff.wisc.edu](mailto:jwlins@facstaff.wisc.edu)

Earl Martin, Secretary, [martine@splpharma.com](mailto:martine@splpharma.com)

Jeff Plantz, Membership Coordinator, 608-251-6912, [cruzair@sbcglobal.net](mailto:cruzair@sbcglobal.net)

Pete Buffington, Board Member at Large, 913-850-1522, [avitengineer@yahoo.com](mailto:avitengineer@yahoo.com)

Frank Smidler, Board Member at Large, 608-279-0531, [fsmidler@stoughtontrailers.com](mailto:fsmidler@stoughtontrailers.com)

## Calendar

August 20 – 5:30 p.m. Dinner and post-dinner Chapter Meeting at Sugar Ridge Airport

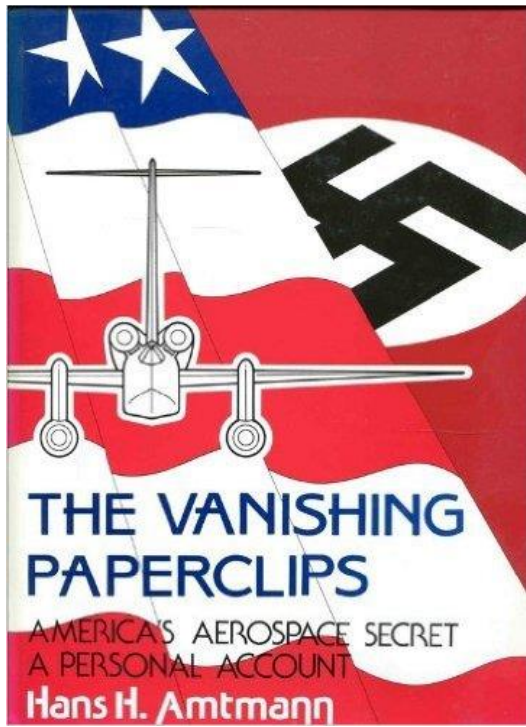
October 3 – Young Eagles Event with Chapter 1389 at Morey Field, Middleton

October 4 – 1:00 to 4:00 p.m. EAA Chapter 93 Banquet at Rex's Innkeeper, Waunakee

- *Al Kurth*

## Book Review

“The Vanishing Paperclips: America’s Aerospace Secret, A Personal Account” by Hans H. Amtmann, 128 p. hardbound, including 123 photographs and 20 drawings, Monogram Aviation Publications, Boylston, Mass.



When WWII ended, there were very many skilled aerospace workers, designers, and test pilots in Germany who were out of a job because by terms of the armistice, Germany was prohibited from that activity. However, all of that talent could be useful to the United States.

Therefore, authorities in the United States created “Project Paperclip” in which all of that talent was transported to the United States.

The project happened in stages. First, captured aerospace documents were sent to Wright Field. Next, the skilled Germans were sent to Wright Field and housed in barracks erected for some of Roosevelt’s N.Y.A. (National Youth Administration) projects. Next, families were brought to the United States, and the Wright Field barracks were modified into apartments. Finally, each of the participants was sent to specific aerospace facilities, and housing was found for the families near that facility.

One of the complications was that each of the participants and their family members spoke only German, and they had to learn English. When the kids arrived and enrolled in American schools, they picked up English very quickly and were even teaching their parents English!

Apparently, each of the participants was considered to be a “paperclip” in “Project Paperclip.” Most of the participants had died – therefor the “Vanishing Paperclips.”

The book was very interesting in spite of being a bit difficult to read, first because it is a large heavy book, but also because some of the documents quoted were printed four to a 9x12 inch page, so the type was tiny.

The book was loaned to me by Chapter 93 member Mark Jacobs, presumably so that I would produce a review for our newsletter. Thank you Mark.

- Fred Leidel



**Warren age 100, Aria age 6 HBW back home safe and sound!**